

19980705.ba v02_n115.bam.980705

>From ???@??? Sun Jul 05 14:27:20 1998
Message-Id: <199807051354.IAA21697@sco.theporch.com>
Date: Sun, 5 Jul 1998 08:51:13 CDT
Subject: BOATANCHORS digest 2115

BOATANCHORS Digest 2115

Topics covered in this issue include:

- 1) MANUAL SOURCE
by Bob Reynolds <breynold@SIGG.COM>
- 2) Need 500pF 3500 volt air variable
by "Lane C. Zeitler" <km3g@cts.com>
- 3) Need HF manpack whip
by Tom Norris <badger@telalink.net>
- 4) 1947 Bloopers and Metox Receiver
by "Richard" <rbrunner@gis.net>
- 5) RAL7 FS
by "Don Ehrlich" <ehrlich@olypen.com>
- 6) Re: 1947 Bloopers and Metox Receiver
by CARRJJ@aol.com
- 7) Re: TCS on PT boats?
by Kargokult@aol.com
- 8) Why class B??
by "Lane C. Zeitler" <km3g@cts.com>
- 9) Re: TBY
by Kargokult@aol.com
- 10) Re: New 10 meter window
by Kargokult@aol.com
- 11) Re: 1947 Bloopers and Metox Receiver
by Bill Hawkins <bill@iaxs.net>
- 12) Re: New 10 Meter AM Window Established!
by Kargokult@aol.com
- 13) Re: TCS on PT boats?
by Lenox Carruth <carruth@geo-thermal.com>
- 14) Re: 1947 Bloopers and Metox Receiver
by Kargokult@aol.com
- 15) For Trade: SRR-13A plus two parts units
by provero@connix.com
- 16) Filament Voltage Requirements BC-348
by PLT1032@aol.com
- 17) Re: Why class B??
by "Arden Allen" <gumbear@pacbell.net>
- 18) Re: Why class B??
by "William B. Ross" <billross@txdirect.net>
- 19) Re: wtb: sony radios

- by Ed Tanton <n4xy@att.net>
- 20) Swan PS
by Haney Howell <HOWELLH@winthrop.edu>
- 21) Metox bloopers
by eaj@hiwaay.net
- 22) WTD: HQ-129 Knobs
by jsm@intergate.bc.ca (Steve McDonald)
- 23) Re: New 10 meter window
by "Ragnar Otterstad" <otterstad@inet.uni2.dk>
- 24) Metox Receiver - the last word, probably.
by "Richard" <rbrunner@gis.net>
- 25) Defense Edition ARRL Handbooks
by "David Newkirk" <dpnewkirk@home.com>
- 26) The Golden Age of 6M
by MNHopkins@aol.com

Message-Id: <98Jul4.120359cdt.26881@firewall.sigg.com>
Date: Sat, 4 Jul 1998 12:03:46 -0500
From: Bob Reynolds <breynold@SIGG.COM>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: MANUAL SOURCE
Mime-Version: 1.0
Content-Type: text/plain
Content-Disposition: inline

A source of manual high-quality copies has been found. Check with Walt, K1RTS (wbelsito@aol.com) for manual availability I received a copy of the SB-34 manual, and am most pleased with the quality and speed of service.

Not financially connected, just a satisfied customer

73, Red K5VOL

Message-ID: <00d601bda776\$5019f5a0\$bd9fd8cc@km3g.cts.com>
From: "Lane C. Zeitler" <km3g@cts.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Need 500pF 3500 volt air variable
Date: Sat, 4 Jul 1998 11:05:21 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

looking for a 500pF or greater 3500 volt or greater air variable.

Lane
KM3G
San Diego

Message-Id: <3.0.5.32.19980704134027.0093cd30@mail1.telalink.net>
Date: Sat, 04 Jul 1998 13:40:27 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Tom Norris <badger@telalink.net>
Subject: Need HF manpack whip
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Need a whip for a PRC-74 HF manpack. Doesnt even need to be the original PRC-74 whip, but something similar in an HF whip that is light weight and collapsable, though would PREFER the antenna used with the -74(*)

Yea, I know the -74 doesnt have tubes, but there are a lot of "green radio" fans here
that may or may not be able to help.

And Murphy doesnt have them. (first place I looked)

Thanks

Tom KA4RKT
badger@telalink.net

Message-Id: <199807041922.PAA24516@home.gis.net>
From: "Richard" <rbrunner@gis.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: 1947 Bloopers and Metox Receiver
Date: Sat, 4 Jul 1998 15:24:55 -0400
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 8bit

Re; Radiation from the WW2 German "Metox" Receiver.

Not according to my information!

The Germans had five U-Boat bases on the coast of France; Brest, Lorient, St Nazaire, La Pallice, and Bordeaux, and they had to transit the Gulf of Biscaya. Naturally, the Brits were there with radar-equipped planes, in the summer of 1942 with the ASV Mark II operating at 200 ±15 MHz.

The first German radar search receiver was the Metox Empfänger R600A (Fu MB1) tuning 113-484 MHz, and up to 960 MHz on harmonics. It was actually a wide-band superhetrodyne, using a 4671 (955 equivalent) local oscillator,

and two diode-connected 4671's for converter. Sensitivity is expressed as 10 mV for 1 volt output to 4000 Ohms.

At the end of 1942 to early 1943 the Brits introduced the ASV Mark III operating at 3000 MHz. Having too many subs surprised on the surface (a bad experience - it takes 30-40 seconds to submerge) they suspected that local oscillator radiation may have been betraying them, and conducted tests on land by flying by at various altitudes. They found that it was indeed radiating, and pulled them from service.

Altitude 500 M	22 km detection range
1000 M	33 km
2000 M	47 km

In reality, the microwave radar, undetectable in the receiver, was the problem. LO radiation would merely have been noise in the radar receiver, and been undetectable.

(With Doppler radar it may have been a "pip", but wasn't invented yet)
Also, there is no Allied documentation of detecting the Metox LO radiation, and would have been of little use anyway because the radar detection range was also about 30 miles.

Reference: Funkpeilung als Alliierte Waffe gegen deutsche U-Boote
1939-1945, Arthur O. Bauer

TNX
Richard Brunner, AA1P, rbrunner@gis.net

Message-ID: <002d01bda780\$77c518a0\$59cfeed0@fpfzqlga>
From: "Don Ehrlich" <ehrlich@olypen.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RAL7 FS
Date: Sat, 4 Jul 1998 12:17:54 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

My RAL7 is complete and works fine. Interior is excellent, front panel and case need soap and water and elbowgrease and some paint touch up. No mods. Power supply also available but has faulty input power filter module and is not worth the trouble to repair as RAL works fine with simple homebrew

outboard power supply.

The RAL7 is heavy but is so ruggedly built that it should ship well. More details to anyone interested. I think it is worth 250 bucks plus shipping but you cannot insult me.

Location is western Washington State near Port Angeles zip 98360.

Don K7FJ

The House In Wren Wood ... Don and Judith Ehrlich

From: CARRJJ@aol.com
Message-ID: <2f68a49b.359e8316@aol.com>
Date: Sat, 4 Jul 1998 15:31:32 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: 1947 Bloopers and Metox Receiver
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

"A Race on the Edge of Time" disagrees. It uses the 910-MHz figure and places the receiver as a superregenerative model.

From: Kargokult@aol.com
Message-ID: <619f6a6.359e9127@aol.com>
Date: Sat, 4 Jul 1998 16:31:34 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: TCS on PT boats?
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

In a message dated 98-07-04 11:52:06 EDT,
rmote@rain.org writes:

>The History Channel had four segments of "The Great
> Ships" shown Friday afternoon, one of them being on
>PT boats. About 20 minutes into the segment, I was surprised
>by a neat vertically-stacked TCS TX/RX pair down below. It only
>lasted about 3 seconds, so was unable to determine if this was
> WW2 footage or

---affirmative that. some years back at Shorey's Books in
Seattle i saw a young people's book on the PT service.
one photo in it showed a classroom with the instructor up

front next to a TCS setup.

>It appears most of the boats in the Pacific were taken to
>one point in the Philippines, stripped of gear, and burned
>offshore in 1945

---part of general postwar wastefulness of usable, convertible
materials. some of these PT craft, at least, were raised by
enterprising Filipinos and used rebuilt and used.

> Also re: TCS, my lead engineer when I started work had been
>a sailor during Korea on an ammo ship.....Aside from watching
>the fireworks ashore.....

---i talked to one ham who had used the TCS on his ship to listen
to the progress of the Iwo Jima battle. the crewmen were forbidden
to go on deck to view the battle, but he also managed to go up and
sneak a look.

hue miller
"Keep 'Em Lighting"

Message-ID: <012401bda78c\$bf286ec0\$bd9fd8cc@km3g.cts.com>
From: "Lane C. Zeitler" <km3g@cts.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Why class B??
Date: Sat, 4 Jul 1998 13:45:56 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Looking at my old Heathkit HA-10 Warrior I see that the designers set it up
to be biased for Class B operation.

What are the pros and cons of running class B vice g.g.??

Lane
KM3G
San Diego

From: Kargokult@aol.com
Message-ID: <b3c4e9d1.359e938b@aol.com>
Date: Sat, 4 Jul 1998 16:41:46 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0

Subject: Re: TBY
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

In a message dated 98-07-02 15:16:55 EDT,
agemi@flips.net writes:

> Has anyone put a TBY on the air ? After WW2 there was
>3-4 on the air around Chicago area. That group would work The
>West coast with no problem. I have several and am thinking about
>firing them up.

---i talked to one ham who had used such to work into Mexico from
northern USA.
i would think that to use it today you might want to stabilise the
power-vfo transmitter. since it's pushpull, maybe you could find a
20-meter xtal (yes, rare) which would double into 10 meters and
nondestructively hang that xtal from grid-to-grid ?? opinions, anyone?
tnx, hue

From: Kargokult@aol.com
Message-ID: <f2c4d54.359e95e4@aol.com>
Date: Sat, 4 Jul 1998 16:51:47 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: New 10 meter window
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

hello all,
the UK allows novices AM lowpower on a segment of 160.
the Netherlands allows military radio enthusiasts to operate
historic gear with no-test temporary licenses for special
events.
hasn't seemed to have done grievous harm to ham radio
there.
hue

Date: Sat, 4 Jul 1998 15:55:58 -0500 (CDT)
From: Bill Hawkins <bill@iaxs.net>
Message-Id: <199807042055.PAA11383@citrus.iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: 1947 Bloopers and Metox Receiver

Yes it does / no it doesn't. And there are too many writers who are
unable to sort fact from fiction in their research.

If there's no one on the list who can take some measurements, the discussion becomes one of belief, which has as many answers as there are people who care enough to have an opinion.

Regards,
Bill Hawkins

From: Kargokult@aol.com
Message-ID: <7aceb2db.359e9ca6@aol.com>
Date: Sat, 4 Jul 1998 17:20:36 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: New 10 Meter AM Window Established!
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

It occurred to me that 10m might be a reasonable conversion band for some of the olde boat-AM equipment. altho this is quite a ways from the 160-80 range they work perfectly well as is, it's not so farfetched -- they would be fulfilling their original mission still.
the problems might be to shorten up the leads in the transmitter channel switching area --- probably just switching crystals would be enuff, with output circuit bandpass allowing some reasonable freq change without retuning.
also, some of the sets have no rf stage for receive and this would need to be added.
but the power levels of 50w average would work out real well here.
actually, since selectivity here is not as much a critical requirement as on the dc-bands, where there's much more crowding, 10m could also be a refuge for other retired, "unemployable" radios, such as old aircraft AM equipment.
hue

Message-ID: <359E9C39.DF9B8829@geo-thermal.com>
Date: Sat, 04 Jul 1998 16:18:49 -0500
From: Lenox Carruth <carruth@geo-thermal.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: TCS on PT boats?
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

The TCS was the primary radio on most of the PT boats used during the war.

--

Lenox

Lenox Carruth, Jr. carruth@geo-thermal.com
Dallas, Texas
Collector of WW-II Communications Equipment and Memorabilia

Wanted: TCS-14 Transmitter, TBX, BD-71, Sextant

From: Kargokult@aol.com
Message-ID: <8765f6b6.359e9f95@aol.com>
Date: Sat, 4 Jul 1998 17:32:57 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: 1947 Bloopers and Metox Receiver
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

In a message dated 98-07-04 16:56:54 EDT, bill@iaxs.net writes:

> If there's no one on the list who can take some measurements

i would tend to trust A O Bauer's word on this. as he owns, or has
examined much of the gear, plus having access to original
documents and sources.
hue

From: provero@connix.com
Message-Id: <199807042142.RAA03026@comet.connix.com>
Date: Sat, 04 Jul 98 16:46:30 -0400
To: Old Tube Radios <boatanchors@theporch.com>
Subject: For Trade: SRR-13A plus two parts units

The anchorage is listing to port and need to pump out a few
compartments..... these things are HEAVY, over 200# total. Am willing

to deliver in New England or 150 miles (plus/minus) from New London CT.

RCA SRR-13A, s/n 55, 2 to 32 MC. Works fine, but looks like it has worked for a living. Photos and other docs available on my web site.

Also included (if you act now, not available in ANY store):

RCA SRR-13A, s/n 827, parts unit w/case and 1 (audio) meter RCA SRR-13 or 13A, no plate, parts unit w/o case but with connector panel
no meters.

Spare box of truly spherical #55 bulbs, plus NIB 5899 (2) and 5636 tubes. Original Navy manual, plus a copy (manuals cover SRR-11, 12, 13 and 13A). Free trial and tour of the anchorage if you pick it up.

Would prefer to trade for other general coverage receiver(s), either BA or more recent vintage. Will, as a last resort, take cash, but am loath to even consider shipping unless you *really* make it worth my while.

Asking price: \$250 or suitable GC receiver. Of course I'll negotiate...

P.J. "Josh" Rovero	home:	provero@connix.com
Meteorologist	radio:	KK1D
Oceanographer	work:	rovero@sonalysts.com
Curmudgeon-at-Large	web:	http://www.connix.com/~provero/

From: PLT1032@aol.com
Message-ID: <419e2fda.359eb135@aol.com>
Date: Sat, 4 Jul 1998 18:48:20 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Filament Voltage Requirements BC-348
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

What are the lower limits on filament voltage required to power the BC-348 without reducing performance?

Bob Lindgren

Message-Id: <199807050032.RAA08526@mail-gw6.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Why class B??

Date: Sat, 4 Jul 1998 17:34:26 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

> Looking at my old Heathkit HA-10 Warrior I see that the designers set it up
> to be biased for Class B operation.
> What are the pros and cons of running class B vice g.g.??

Let's talk about running 811's ZERO BIAS. With reduced plate voltage you can do that and you will be running AB (which is what I think you are referring to) but you won't get full power capability from your 811's. You know of course, AB1 is you are not driving the grids positive so you don't draw grid current and AB2 is you increase the drive until you are drawing grid current. Class B means the tubes are EXACTLY at cutoff. Now you probably also know that practical class B means biasing the tubes so that they are not completely cut off so that they are not conducting LINEARLY on LESS THAN HALF OF A CYCLE, which causes distortion. If you want to get maximum output from your 811's you have to use full plate voltage. You'll toast your 811's that way because the idling current will be too high, THEY ARE NOT ZERO BIAS TRIODES, like a 3-500Z is, for example. So, obviously you will have to use bias to set the idle current. The higher the bias the greater the PLATE EFFICIENCY (up to a point), as you know class C has the greatest plate efficiency (for conventional amplifier circuits). It boils down to power output v/s distortion, class B will give you decent linearity with the most PEP output. Hope this helps.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-ID: <359EDD52.5B4BF97C@txdirect.net>
Date: Sat, 04 Jul 1998 20:56:34 -0500
From: "William B. Ross" <billross@txdirect.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Why class B??
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Lane"

When properly operated Class B operation is more linear than the usual tube operated in GG mode, although this does vary dependant on the type of tube used. But GG tubes are usually cathode driven, requiring greater drive power.

The popularity of GG mode was primarily the result of easier tuning

with a greater latitude of error before generating distortion because of better plate to cathode isolation. Although this is a rather simplistic answer, it is primarily the reason most amplifiers are GG today.

Bill Ross K5LLK

Message-Id: <3.0.5.32.19980704222750.00c218f0@postoffice.worldnet.att.net>
Date: Sat, 04 Jul 1998 22:27:50 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Ed Tanton <n4xy@att.net>
Subject: Re: wtb: sony radios
Cc: BOATANCHORS@LISTSERV.TEMPE.GOV, boatanchors@theporch.com
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Does it belong here? Yes it probably does... Is it probably stretching the list criteria a bit? Also, YES it is... but as a 'WTB', I think we should be less stringent on our BA listing parameters.

Personally, with the exception of new/almost new amps, I think that anything a 'normal' BA enthusiast (now THERE's a contradiction in terms!!!) might WANT ought to be enough of a qualifier.

I recently opted for a near-future purchase of an FT-101-EE and stuff, and there were several statements made that it didn't belong on any BA listing-nor did any Japanese equipment. I could not disagree more.

I would LOVE to own an operating Japanese WW2 rcvr (or German)... and the NRD-515 is one of THE classis rcvrs (I'd REALLY LOVE to find one for sale)... yet-although entirely solid state-it is hardly 'modern'.

I think we are going to have to come to terms with the definition of a BA being on a sliding scale, with the passing of time doing the sliding. It DOES matter WHAT it is, and what it's 'status' amongst collectors is. The little English Lowe HF-150 rcvr is another that-while utterly solid state-is now (I think) out of production, and not only quite desirable, but-like the NRD-515-hard to find. As significant examples of their individual generations, having more than a minor following amongst enthusiasts, they fit within the criteria set I think of when I think of BA rcvrs... except that they do not contain vacuum tubes... an exception I am trying very hard to 'deal with' in my own thinking, as not necessarily a cast-in-stone criterium.

P.S. I felt I needed to list the entire thread... more or less.

At 04:54 PM 7/4/98 EDT, Hue Miller wrote:

73

"Think you can, think you can't: either way you're right!" Henry Ford

Date: Sun, 05 Jul 1998 01:02:49 -0500 (EST)
From: Haney Howell <HOWELLH@winthrop.edu>
Subject: Swan PS
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <E283ZXLO1JRFQ*/R=FALCON/R=A1/U=HOWELLH/@MHS>
MIME-version: 1.0
Content-type: TEXT/PLAIN; CHARSET=US-ASCII

Once again I'm in over my head. I attempted to rewire the AC end of the 117XC power supply to eliminate the jones plug. I thought I'd sorted out the internal wiring but several voltages are missing. Anyone have any info on what should be jumpered and what should be tied off?

Thanks

Haney k2xn <howellh@winthrop.edu>

From: eaj@hiwaay.net
Message-ID: <359F3402.383@hiwaay.net>
Date: Sun, 05 Jul 1998 01:06:26 -0700
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Metox bloopers
Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

German author C.D. Bekkar agrees in the main with Bauer, in his book Defeat at Sea. He says that the metox (named for the company in France that made it) was detectable out to 110km by an airplane at 6,000 feet; and that the Braun-tube radar in question (which he called "the yellow-green eye") operated at 9cm. And no, the Brits didn't detect the metox, tho they actually could have . . .

My experiences in trying to get "modern" consumer-bads to work with some semblance of efficiency, amazes me that folks could get this antiquated equipment to work as well as it did - which I suspect wasn't very well . . . the amount of "progress" that occurs under the pressure of an international potlatch is downright astounding.

e

Date: Sat, 4 Jul 1998 23:59:33 -0700 (PDT)
Message-Id: <199807050659.XAA19552@vector.intergate.bc.ca>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: jsn@intergate.bc.ca (Steve McDonald)
Subject: WTD: HQ-129 Knobs

Desperately seeking: 2 small pointer knobs and 2 main tuning knobs.
Can anyone help?

Steve / VE7SL

Message-Id: <199807051047.MAA22647@inet.uni2.dk>
From: "Ragnar Otterstad" <otterstad@inet.uni2.dk>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: New 10 meter window
Date: Sun, 5 Jul 1998 10:46:31 +0100
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

> the UK allows novices AM lowpower on a segment of 160.
> the Netherlands allows military radio enthusiasts to operate
> historic gear with no-test temporary licenses for special
> events.
> hasn't seemed to have done grievous harm to ham radio
> there.

My native Norway also permits members of the Antique Radio Club to operate

without a licence on 2 discrete frequencies with old am&cw
transmitter/receivers. OUTSIDE the hambands !!!
73 Rag OZ8RO also LA5HE JW5HE

Message-Id: <199807051132.HAA01964@home.gis.net>
From: "Richard" <rbrunner@gis.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Metox Receiver - the last word, probably.
Date: Sun, 5 Jul 1998 07:36:58 -0400
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 8bit

We are always unpleasantly surprised when we catch an Author repeating
hear-say, and sometimes something worse. The moral is that you can't
always believe everything in print. I have the original schematic for the
Metox copied from the instruction book, "Beschreibung und Betriebsvorschrift
des Metox-Emfängers R 600, Ausgabe Februar 1943," and will gladly send a
copy to any Unbelievers.

73
Richard Brunner, AA1P, rbrunner@gis.net

From: "David Newkirk" <dpnewkirk@home.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Defense Edition ARRL Handbooks
Date: Sun, 5 Jul 1998 09:29:19 -0400
Message-ID: <000101bda818\$ea10e860\$33940318@cc632587-a.vron1.nj.home.com>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Mike Warren wrote:

> I have a 1942 ARRL Handbook (Nineteenth Edition) that does not
> say anything
> about
> being a "Special Defense Edition". It has a black cover with a picture of
> a man working on what looks like a VHF XMTR using a type 815 tube and
> lecher tubes. The publication date is November 1941 and the Copyright date
> is 1941. I would guess that the "Special Defense Edition" may have been a
> second or subsequent printing of the Nineteenth edition. For example,
> there were four printings of the Eighteenth edition starting with
> the first

> in November 1940 and ending with the fourth in September 1941.

The Defense Edition ARRL handbooks, intended as instructional material to aid the war effort, were produced in addition to the mainstream, yearly handbooks; they consisted essentially of the mainstream Handbook's radioelectronics tutorial material with construction-, project- and operating-oriented material largely deleted. (A full-page ad for the book, subtitled "A Manual for Radio Training Courses," appears on page 95 of March 1942 *QST*. I think that, unlike the mainstream book, new Defense edition did not appear yearly.

BTW, the HQ staff's work on preparing the Defense edition(s) also resulted in a great, though temporary, enhancement of the mainstream book (as evidenced by at least the 1945 mainstream edition, which I have) as an understanding-radio text. The mainstream 1945 edition's radioelectronics tutorial coverage is much more detailed, and its text is extensively cross-referenced, in ways that Handbooks before and since were not.

73,

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From: MNHopkins@aol.com
Message-ID: <e4598363.359f849c@aol.com>
Date: Sun, 5 Jul 1998 09:50:19 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Cc: qrp-L@lehigh.edu
Mime-Version: 1.0
Subject: The Golden Age of 6M
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Thanks to Tracy, N4LGH, for asking "why is 1957-58 considered the Golden Age of Six Meters" As thousands will sing today down here in Texas, "how I love to tell the story.."

The period 1957-58 was Six Meters' Golden Age for the coincidence of at least five factors. The old 5 Meter crowd was still around, after losing their 56-60mc allotment just after World War II. Civil Defense was active on Six and the homebrewers were pushed there by various factors, not the least of which was the death of AM on the lower bands. Indeed, the introduction of the Collins KWM-1 in 1957, the first ham SSB transceiver, and the same year's Regency ATC-1 mobile receive converter, the first all transistor product offered the amateur, sealed the fate of widespread home construction of amateur radio equipment.

It is also important to remember that Six was the number one local and mobile band. There were no repeaters and 2 Meters was a maze of the sort of restrictions by operating class that would be later extended, by the ARRL, to the lower bands. But in 1957 there were new Technician Class licensees on Six Meters and enough commercial equipment available to allow those who did not even know how to double in a final to get on. But if you had any technological expertise at all, the magazines pointed the way to converting most Novice transmitters to 50mc -- a Heath AT-1 with an extra variable capacitor knob is an almost sure sign of a modification; and don't ever depend on an Eimac AF-67 really covering 160 as that band was restricted by LORAN and the OTs put the '67s on Six with a CQ article.

Thus, there were a half dozen or so reasons for Six to take off the next time the sunspots did, and that is what happened. Many thought the index could not go that high, and stories like the Hammarlund SP-600 on the bench with a clip lead antenna monitoring the JAs abounded. It was indeed a Golden Age, and never to come again, but it was not the Six Meters most remember now. That came later as the commercial equipment makers geared up for at least 30 models of 6M AM Transceivers and a car load of receive converters. The party continued into the early mid 1960s, when SSB, the bride at every funeral and the corpse at every wedding, killed it off.

73 de ab5L, michael in dallas, student of Tecraft and International (ICM) ham products and mementoes of Six Meters' Golden Age: 1957-58

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